

PACIFIC PILOTAGE AUTHORITY

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NOTICE TO INDUSTRY

Date Issued: 19 March 2018

Notice Number: 03/2018

Subject: Container Ships' Bollards & Fairleads – Tug Operations

Geographic Area: Compulsory Pilotage Waters, BC

Details: The safe working load (SWL) of container ships' bollards & fairleads used for tug services, and the strength of the decks on which these fittings are installed, must be adequately designed to withstand the required loads exerted by tugs during berthing, unberthing and when escorting vessels to/from the berth.

Guideline:

- (1) The pilot will inform the master of the expected loads that the tugs may exert on bollards and fairleads during berthing, unberthing and escort operations.
- (2) The master and pilot will verify the SWL, location and condition of the bollards used for the tug operation.
- (3) The master shall ensure that the ships' crewmembers use bollards and fairleads of adequate strength when making fast the tugs lines.
- (4) The pilot will inform the tug operators as to which bollards and fairleads to use, and the method of securing the tugs' lines.
- (5) The pilot will inform the tug operator of any operational restrictions with the bollards & fairleads used for the tug operations.
- (6) The pilot will request additional tugs to be used when the SWL of the ships' bollards and fairleads are of inadequate strength. The combined forces of all tugs will be adequate for the intended operation but the individual forces exerted by each tug will be within the SWL limits of the bollards and fairleads used in the operation.
- (7) All container vessels operators must provide the PPA with a 'Mooring & Towing Arrangement Plan' if the LOA is in excess of 250 meters.

Please contact the undersigned at marineops@ppa.gc.ca if there are any queries or concerns.

Brian Young
Director Marine Operations